IN THE CLAIMS

1. (Currently amended) Device for determining an angle of rotation $\Delta\varphi$ between two shafts, especially between a camshaft (5) and the crankshaft of an internal combustion engine, which has a camshaft regulator with an electronic regulator and means for determining the angle of rotation position of the camshaft (5) and the crankshaft, ~~characterized in that~~ a crankshaft trigger wheel with reference and trigger marks is fixed to the crankshaft for determining the angle of rotation position of the crankshaft and an electromechanical camshaft regulator is provided, which has a triple-shaft gearbox (1), having a first shaft (3) that is locked in rotation with the camshaft (5), a second shaft (4) that is connected via a camshaft driving wheel (7) to the crankshaft, and a third shaft as a regulating shaft (6) that is connected to a permanent magnet rotor (8) of a BLDC motor (2), wherein the BLDC motor (2) has a housing-fixed stator (9) with preferably three phases and an electronic commutation, which is controlled through commutation signals, which are used simultaneously for determining [[the]] an angle of rotation position of the camshaft (5) and together with signals of the crankshaft trigger wheel for calculating [[an]] the angle of rotation $\Delta\varphi$ between camshaft (5) and crankshaft.

2. (Currently amended) Device according to claim 1, ~~characterized in that~~ wherein the crankshaft trigger wheel is formed as a ring gear or resolver and the commutation signals can be generated by Hall sensors or reluctance sensors, through optical, inductive, or capacitive sensors, or without sensors through self-induction ~~in the~~ through phases of the stator (9).

3. (Currently amended) Device according to claim 2, ~~characterized in that~~ wherein the sensors can be installed in components of the BLDC motor (2), which rotate at the rotor rpm~~, such as, e.g., support or sealing rings~~.

4. (Currently amended) Device according to claim 3, ~~characterized in that~~ wherein a RAM or an EPROM are provided in a controller or an active, memory-equipped Hall sensor, which store or make detectable counts and thus a position of the camshaft (5) in standstill or during startup of the internal combustion engine.

5. (Currently amended) Method for determining the angle of rotation $\Delta\varphi$ between a camshaft (5) and the crankshaft of an internal combustion engine~~, especially using the features of the independent device claim 1, characterized in that~~ comprising calculating the angle of rotation $\Delta\varphi$ ~~is calculated~~ through additive and multiplicative links of commutation and trigger wheel signals.

6. (Currently amended) Method according to claim 5, ~~characterized in that~~ wherein a count-based calculation of the angle of rotation $\Delta\varphi$ involves, under use of [[the]] commutation signals of Hall sensors, the following relationship:

$$\Delta\phi = \left[\left(\text{Number}_{\text{Re ferencemark}} + \frac{\text{Number}_{\text{Trigger}}}{\text{Total}_{\text{Trigger}}}\right) \times \frac{1}{2} - \frac{\text{Number}_{\text{Hallsignal}}}{\text{Number}_{\text{Magnetpole}}}\right] \times \frac{360°}{i}$$

7. (Currently amended) Method according to claim 6, ~~characterized in that~~ wherein the trigger mark signals detected after passing a reference mark are deleted after reaching a next reference mark.

8. (Currently amended) Method according to claim 7, ~~characterized in that~~ wherein a change in rotation direction of the BLDC motor (2) is determined by evaluating a resulting change in the commutation signals, whereby these are differentiated.

9. (Currently amended) Method according to claim 8, ~~characterized in that~~ wherein the differential of the commutation signals of one of [[the]] three of the Hall sensors is combined with [[the]] a status (High/Low) of the differential of the two other commutation signals.

10. (Currently amended) Method according to claim 5, ~~characterized in that~~ wherein a time-based calculation of the angle of rotation $\Delta\varphi$ involves the following relationship:

$$\Delta\phi = \int \frac{(n_{kw} \div 2 - n_{vw})}{i} \times dt$$, where

n_{KW} = crankshaft rpm;
n_{VW} = rpm of the BLDC motor (2) and
i = gear transmission ratio between the regulator shaft (6) and the camshaft (5) for a stationary driving wheel (7).

11. (Currently amended) Method according to claim 9, ~~characterized in that~~ wherein the count-based and time-based determination of the angle of rotation $\Delta\varphi$ can be combined.

12. (Currently amended) Method according to claim 10, ~~characterized in that~~ wherein the camshaft (5) assumes a reference position~~, for example, a base position~~ with a mechanical stop, for the count-based and time-based determination of the angle of rotation $\Delta\varphi$ at regular intervals, in order to zero the counts.

13. (Currently amended) Method according to claim 10, ~~characterized in that~~ wherein for a whole-number ratio of the crankshaft and camshaft signals, a phase position of the camshaft relative to the crankshaft is determined by evaluating a difference of the signals in a position regulator, which ~~preferably~~ works with a locked camshaft or crankshaft rpm.

14. (Currently amended) Method according to claim 11, ~~characterized in that~~ wherein the camshaft (5) can be adjusted into any desired position after [[the]] an ignition is turned off and when the internal combustion engine stops through after-running of a BLDC motor (2) or through after-running of a controller.